





To-day's  
Advertisements.

## TREASURY.

**TENDERS FOR SPECIE, MEXICAN DOLLARS.** Current in this Colony, and weighing 7.17, in exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in Charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 19th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in Charge of H.M. Treasury Chest, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES, Colonel,  
T. C. Officer, China.  
Her Majesty's Treasury Office,  
Queen's Road.  
Hongkong, 15th March, 1900. [340b]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI.**  
The Company's Steamship

"HAILONG,"  
Captain Bathurst, will be despatched for the above Ports, on SATURDAY, the 17th instant, at 5 P.M.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 15th March, 1900. [342b]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.**  
The Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched on THURSDAY, the 16th April, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th March, 1900. [343b]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**  
The Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched as above on THURSDAY, the 16th April.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th March, 1900. [344b]

**SHAW, TOMES & CO'S  
"NEW YORK" LINE.**

**FOR NEW YORK, VIA SUEZ CANAL.**  
The Steamship

"LOVSTAKKEN,"  
Captain, will be despatched for the above Port on or about the 15th April.

For Freight, apply to  
SHAW, TOMES & Co.,  
Agents.

Hongkong, 15th March, 1900. [345b]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo, to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"EASTERN,"  
Captain Winthrop, will be despatched as above on THURSDAY, the 16th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 15th March, 1900. [347b]

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**NOTICE TO CONSIGNEES.**

**FROM GLASGOW AND LIVERPOOL.**  
The Company's Steamship

"YANGTSE,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st instant, at Noon will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 15th March, 1900. [341b]

To-day's  
Advertisement.

**THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.**

**SHAREHOLDERS** are hereby informed that at the ANNUAL GENERAL MEETING held in London recently, a FINAL DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 31st December, 1899, making 6% in all. A DIVIDEND of 10% for the same year was also declared on the Company's Ordinary Shares with the Addition of a BONUS of 2% per Share. DIVIDEND WARRANTS will be ready on the 21st instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 20th instant, both days inclusive.

JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 15th March, 1900. [345b]

## Intimation.

**A. S. WATSON & Co., LIMITED.**

**WINE AND SPIRIT MERCHANTS.**  
ESTABLISHED A.D. 1841.

**SCOTCH WHISKY.**

A.—THORNE'S BLEND, Per case of 1 dozen, White Capsule ..... \$10.80

B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark ..... 10.80

C.—WATSON'S ABELOUR GLENIVET, Red Capsule, with name and Trade Mark ..... 12.00

D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule ..... 14.40

E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule ..... 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENIVET is a very old Peaty Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

Small quantities are supplied at proportionate wholesale rates.

**A. S. WATSON & CO., LIMITED.**  
QUEEN'S ROAD CENTRAL.

**MARRIAGE.**

At Manila, on the 15th March, by the Rev. Goodrich, GEORGE PHILIP LAMBERT, of Hongkong, to MARY ALICE LIDDELL, youngest daughter of A. G. Aiken of Hongkong. [346b]

**The Hongkong Telegraph**

HONGKONG, THURSDAY, MARCH 15, 1900.

**NOTES AND COMMENTS.**

From the telegrams which we publish today it is easily to be seen that Presidents KRUGER and STEYN, when they entered upon the war with Great Britain, hoped to gain much and were of opinion that they could lose little, for it is evident that they counted upon the intervention of some of the European Powers should the fortune of war turn against them, and now that it has done so their disappointment must be immense. Had they been content to allow the outlanders the very moderate demands put forward the two Republics might have existed in South Africa for centuries, but, as it is, they are doomed to be merged in the British Empire and that through their own fault and folly.

It may surprise some of our readers to see that such small States as Belgium and Switzerland have been appealed to by the Boers to mediate, but there is nothing surprising in the fact, for it is generally admitted that it is better to have a small State mediate between two Powers than a great one whose own aims and ambitions might tend to prejudice matters in favour of one or the other party. Switzerland has long been chosen as the Court of Europe in which international disputes which have been referred to arbitration may be discussed and settled, as witness the Geneva Convention and the establishment of the International Postal Union at Berne.

We are pleased to see that Germany and the United States have refused to intervene. From them we expected no less. As for the other European Powers the reason for their non-interference is not difficult to find nor far to seek. The South African campaign, although so disastrous to us at the start, has proved an object lesson to them, the effects of which are now apparent. The true might of the British Empire was never before understood by Europe. The Powers did not realize how closely the Colonies were knit to the mother country, nor with what rapidity a large Colonial army could be mobilized and transported to the seat of war, once the mother country was threatened or the exigencies of the Empire demanded Colonial aid. And it has been demonstrated, too, that our Colonial forces are not, as many of the Powers

wished to believe, a mere rabble; but splendid fighting men, well trained and inured to the hardships of campaigning life by their early training. Troops in fact, of whom any nation might be proud. Another factor which tends to keep the Powers quiet at the present time, and no small one either, is the fact that our fleet is not likely to be caught unprepared. There are Powers in Europe who doubtless would desire nothing better than to step in at the present moment and commence the general disruption of the British Empire, the beginning of which not a few affected to plainly see in the present war, but unfortunately for them and luckily for us, they are all like so many caged bears; capable of infinite harm if allowed to escape, but harmless so long as the bars of their prisons remain intact. In this instance the bars of their cages are represented by the warships of Great Britain. We have no frontier in Europe to guard and consequently any attack which is to be made upon us must be made by sea, and for this purpose it would be necessary to obtain the command of the sea, which, at present, we hold. An army from one of the European Powers could certainly do us an immense amount of damage if it could get at us, but its transports would all be sent to the bottom within half an hour of leaving port. This the Powers happily appreciate and hence their great forbearance. Perhaps there might be a Power foolish enough to attempt forcible intervention. France is spoiling for a fight, but we fancy she would, in the present state of Europe, fear to weaken herself by attacking us with the possibility of some other Power taking advantage of her preoccupation to march across her frontier. Now, indeed, is the moment when Lord Salisbury's "splendid isolation" becomes appreciated. We have so long held aloof from entangling alliances that we have come to be looked upon as the balance-wheel of the clock of Europe. Take it away and the works go off with a rush, while many of the wheels suffer in the general whirl and break-up which must inevitably follow.

As for the further progress of the war, we have the assurance of the two Presidents that they will persevere to the end if England is resolved to destroy their independence. This we fully believe. The two Presidents may refuse to come to terms, but how about the Burgers themselves? They will doubtless put up a brave fight, but now that the tables have been turned upon them, and they will be obliged to stand all the horrors of a siege, it is only too probable that to them the game will appear to be not worth the candle. To the younger generation of Boers it must be plain that life under British rule is anything but insupportable and it will be for them to end the war by laying down their arms with a good grace and submitting when the time comes. President KRUGER and the older leaders have not so much to lose. They cannot live for ever and it is but natural that they should cling to their mistaken but cherished ideals and attempt to stem the steady flood of progress which is sweeping forward with irresistible force. We give them every credit for sincerity in their belief that the old, simple, pastoral existence is best, but nowadays one has to change with the times and keep pace with the onward march of civilization. It is simply a case of the survival of the fittest. If Nature decides that Presidents KRUGER and STEYN, with their old-fashioned ideas are the fittest, then they will triumph, but if—on the other hand, she decides against them, as undoubtedly she will, then they must go to the wall. This is the problem which now confronts the Presidents and it is for them to choose between what appears to be evil for themselves or evil for their people. We trust that common-sense will prevail, for if not the blood of their countrymen who must fall in the final struggle between the old order and the new will be on the heads of the Presidents.

**TELEGRAMS.**

**REUTER'S TELEGRAMS.**

**THE WAR.**

**The Advance on Bloemfontein.**  
London, March 15th.

General French occupied two hills commanding Bloemfontein last night.

**Peace Proposals.**

The Transvaal has appealed to Germany to mediate or intervene, but Germany has declined to interfere, considering herself in no wise concerned in the conflict.

Messrs. Fischer and Wolmarans, the Free State and Transvaal Secretaries, have arrived at Lourenco Marques.

**Peace Proposal.**

Presidents Kruger and Steyn, besides addressing Lord Salisbury, have appealed directly to the Great Powers for their mediation or intervention. The United States, Belgium, Holland, and Switzerland have given a prompt and emphatic negative to the appeal. Lord Salisbury's reply says that the Government can only answer their Honour's telegram by saying that they are not prepared to assent to the independence of either the Transvaal or the Free State. The United States at the request of Presidents Kruger and Steyn offered to mediate, if desired, but Great Britain declined the offer. The Presidents in their despatch state that they will persevere in the war to the end if England is resolved to destroy their independence.

**News from Mafeking.**

The Times correspondent at Mafeking, 6th inst., says that the sickness and suffering are terrible, and that the garrison is subsisting on horseflesh and bread made of forage.

**Losses at Dreifontein.**

British losses at Dreifontein were 320 wounded and 70 killed and missing.

Foreigners and the Crown  
Princes's Wedding.

TOYKO, March 14th.

The foreigners resident in Tokyo held a meeting on the 2nd inst. at Tsukiji to consider the best method of expressing their congratulations upon the occasion of the wedding of the Crown Prince. It was decided that the matter should be further considered on seeing the action taken by the Japanese to celebrate the occasion.

**Factory Demolished by an Avalanche.**

NIIGATA, March 14th.

The Uruse Petroleum Refining Factory has been destroyed by an avalanche. Nine workmen were killed and 3 injured.

**Earthquake Shock.**

MAEYASHI, March 14th.

A sharp shock of earthquake was experienced here at 2 o'clock this morning.

**The Osaka Harbour Works.**

A TOUR OF INSPECTION ABROAD.

Mr. Mori Sakurao, a member of the Advisory Committee of the Osaka Harbour Works Office, who has been ordered to visit the Paris Exhibition, will leave for France with Mr. Kobayashi Taizo, an engineer of the Harbour Works Office, about the middle of next month. After having visited the Exhibition they will travel through Europe to investigate different harbour works and harbour regulations.

**Increase in Silk Production.**

According to the Osaka Asahi, the total yield of Silk cocoons in the Empire during last year amounted to 2,512,562 *koku*, showing an increase of 48,220 *koku* over the yield for the preceding year.

**The Inzan Gold Mine.**

SEOUL, March 6th.

Despite the refusal of the Korean Government to confirm the Inzan gold mine concession, Mr. Morgan began to work the mine, and difficulty thereupon ensued, between Great Britain and Korea.

At a meeting of the State Council of Korea, held to-day, it was decided to grant the concession under certain conditions.

**Prince Waldemar.**

TOYKO, March 6th.

His Majesty the Emperor paid a visit to Prince Waldemar of Denmark at the Shiba Detached Palace this morning, leaving the Imperial Palace at 10.30. The Emperor presented the Prince with the Grand Order of the Rising Sun and Chrysanthemum. His Majesty remained with the Prince about an hour.

**The "Shikishima."**

TOYKO, March 6th.

The 1st-class battleship *Shikishima*, built in England, and now on her way to Japan, arrived at Aden yesterday.

**WEATHER REPORT.**

The Observatory report says—

On the 15th at 11.55 a.m. the barometer has risen quickly on the E. coast of China, fallen slightly on the S. coast. Pressure is high over N. China, and the depression has probably reached E. Japan. Gradients rather steep with strong monsoon in the Formosa Channel and along the S. coast of China. FORECAST—Strong or fresh N.E. winds; unsettled, some rain.

**LOCAL AND GENERAL.**

It is a little dangerous to sing "The Absent-Minded Beggar" in some communities. At a patriotic meeting in British Columbia the artist was struck on the head by a valuable piece of ore which a stalwart miner had in his enthusiasm thrown upon the stage on the third repetition of the injunction to "Pay, pay, pay!" He dodged, nearly all the subsequent articles flung towards him by the exuberant audience; and finally putting them up to auction secured fancy prices for every missile, obtaining considerably over a thousand dollars.

We must compliment the Victoria Recreation Club on the prompt manner in which the management are answering the appeal for assistance made by our fellow subjects in India. Advertisements are already out announcing a smoking concert to be held on the 24th inst., the profits of which are to go to the Indian Famine Fund. The annual sports held by this Club are also advertised to come off on the 31st inst. To be mentally healthy it is essential that the body should also be in a vigorous condition and there is nothing, in our opinion, that builds up the nation's empire to such an extent as the competition amongst its youth in athletic sports.

Messrs. Scott and Co., Greenock, launched on January 23rd the screw steamer *Agamemnon*, 440ft. by 52ft. by 35ft., moulded; gross displacement 13,410 tons, deadweight 8,775 tons, gross tonnage 6,800. The vessel is fitted with engines of 4,500 horse-power, giving a sea speed of 13 knots. The *Agamemnon* has been specially designed for the Ocean Steamship Company's Line of China steamers. It is interesting to recall the fact that in the year 1865 Messrs. Scott and Co. launched the first *Agamemnon* for Mr. Holt's firm, when Mrs. Alfred Holt performed the ceremony of launching the vessel. Forty-seven vessels, with a tonnage of about 131,000 tons, have been built by Messrs. Scott and Co. to Mr. Alfred Holt's order, exclusive of the tonnage still in hand.

**THE Kobe Herald says:**—The directors of the Oriental Hotel Company have decided to establish a hotel in Kioto. For the purpose of the undertaking they have secured an excellent site in the town, and we believe Mr. A. N. Hansell, architect, has been entrusted with the work of preparing plans of the building to be erected. The hotel will, as far as possible, be worked in conjunction with the Company's Hotel in Kobe, and it is believed that with the improving prospect in regard to foreign visitors which occurs by, and will grow with, the smooth working of the new Treaties, the Hotel has good prospects. The matter has not at present advanced beyond the stage indicated, that is, the selection and purchase of the site, but the scheme is, of course, to put up a building which will rank as a thoroughly modern Hotel as respects interior and exterior.

Sir T. Jackson informs us, that a first instalment of Rs. 30,000 has been remitted to the Viceroy of India to-day on account of the Indian Famine Fund.

THE dispute, concerning the ownership of a spaniel dog between Messrs. Pearson and Goldenberg was settled yesterday out of Court, by the latter gentleman paying the costs of the suit in the Supreme Court and delivering up the "dawg."

**THE CRUSADE AGAINST RATS.**

The following report was circulated at today's meeting of the Sanitary Board—

Hon. Col. Secretary.—In accordance with your verbal instructions, I have the honour to report that by C.S.O. 2882 of 1899, authority was given for the payment of expenditure incurred in exterminating rats, and while the necessary traps etc. were being prepared a further authority for paying 2 cents a head for each rat caught and delivered at the Sanitary Board was given, 600 traps were made in the Gaol and 120 lbs of bird-line procured.

A start was made on January 12th, necessary advertisements were inserted, and up to the 6th Feb. only 38 rats were brought to the office, but on this date a new mode of payment was made by the Inspectors of the various Health Districts receiving the rats at the dust carts as they go round and paying the rewards on the spot, from the 6th February to date under the new system 1,130 rats have been paid for.

The tails of the rats are cut off to prevent fraud and only unutilized rats are paid for.

The present rate of rat catching amounts to about 100 a week.

180 traps, 60 pots of birdline (1 lb) and 93 boards for the lime have been supplied on application at this office, mostly to Europeans, and non-Chinese.

The Inspector at Wanchai has distributed 43 to the Chinese in that District.

I may mention incidentally that last year about a thousand rats were caught by men employed by the Board within a period of about two months.

The above refers to the city of Victoria.

At Teim Sha Tsui 15 traps, 7 one pound jars of bird lime and 5 boards have been issued, and 21 rats have been paid for at the Police Station during the period from 13th January to date.

(Sd.) C. W. DUGGAN,  
Sec., Sanitary Board.

March 2nd, 1900.

The M.O.H. minutes—Please circulate, this means that about 50 rats a day are now being killed. Please report result weekly.

March 2nd, 1900.

Mr. McKie minutes that he thought the results attained very unsatisfactory.

**HONGKONG LEGISLATIVE COUNCIL.**

This afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency the Governor (Sir Henry Blakeney, G.C.M.G.), His Excellency Major General Gascoigne, C.M.G., the Hon. F. H. May, C.M.G. (Acting Colonial Secretary), the Hon. W. Meigh Goodman (Attorney General), the Hon. A. W. Brewin, the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. Ormsby (Director of Public Works), the Hon. C. P. Chater, C.M.G., the Hon. Dr. Ho Kai, the Hon. E. R. Bellios, C.M.G., the Hon. J. J. Keswick, the Hon. H. C. Nicolle, the Hon. Wei A. Yuk, and Mr. R. F. Johnston (Acting Clerk of Councils).

The Clerk of Councils read the minutes of the last meeting.

The New member, the Hon. H. C. Nicolle, took the oath and his seat.

The following papers were laid on the table, Report of the Superintendent of Fire Brigade, for the year 1899, Coroner's returns for 1899 and the texts of Bills, "The New Territories Land Court Ordinance 1899, an Ordinance to facilitate the hearing, determination and settlement of land claims in the New Territories, to establish a Land Court and for other purposes, and Report of the Chairman of the Standing Law Committee.

The Hon. T. H. Whitehead gave notice of asking the following question—

"Has the attention of The Hon. the Director of Public Works been directed to the dangerous condition of Yee Wo Street at the corner of Mr. Kennedy's Horse Repository at Causeway Bay and alongside the site of the proposed new Laundry to be erected there, and to the fact that the south-east boundary stone of the latter lot projects some six inches above the level of the road, and has been placed well high in the middle of the road, and to the fact that on the south side a drain has been dug of considerable depth without any protection, and will the Honourable Member inform the Council why a state of matters dangerous to equestrians, bicyclists, or to any one driving along that road is permitted to continue?"

The Hon. W. Meigh Goodman moved the resolution standing in his name.

The Hon. T. H. Whitehead gave notice of the following resolution—

That the Hon. the Colonial Secretary lay upon the table a copy of the Crown Leases granted last autumn to the Lee Hing Company for the dredging and collecting of shells in and around Ping Chau Island in the New Territory, asked for in my question of 15th February last.

The Attorney General moved that the Council should go into committee to consider the New Territories Land Court Bill.

Mr. Whitehead rose to a point of order, saying that the present bill was entirely different to the one that had been previously considered. The Hon. T. H. Whitehead moved that the Council should resume to further consider the Bill.

The Hon. C. P. Chater seconded. The motion was put to the Council and lost.

The Attorney General, before proceeding to consider the Bill clause by clause, said that he had great hopes of converting the honorable member opposite (Mr. Whitehead) to his ideas, and then continued to speak on the heading after which he maintained as Attorney General of the Colony that the only title to land that could be recognised in the New Territory must come from the Crown, no other title would be recognised.

His Excellency explained to Mr. Whitehead that the Bill had already been read the second time and if all the members of the Standing Law Committee had been present it would have been in order for the Council to accept the amendments *en bloc*.

The Bill was then read clause by clause, the Attorney General moving the necessary amendments. Mr. Whitehead endeavoured to have inserted in the Bill that the head of the Court should have some legal knowledge.

His Excellency said that the Government would appoint such a person, but did not wish to be the means of giving a person who had not the necessary legal knowledge the right to exercise the service of many valuable and able men owing to this fault.

The Attorney General said it was the province of the Governor to appoint the judges and not for the members of the Council to do so.

Mr. Whitehead proposed that this section be postponed for further consideration at the next meeting of the Council. The motion being put, the Hon. T. H. Whitehead, Dr. Ho Kai and Wei Yuk voted for its postponement, the remaining members voting against. Council still sitting when our reporter left.

## LEGAL INTELLIGENCE.



dissolution of the partnerships or exclusion of him by the other partners before his death. See on this point the observations of Lord Chancellor Hatherley in *Burdick v. Garrick*, 5 Ch. App. at p. 241, and of Lord Colonsay in *Knox v. Gye*, 5 Eng. and Ir. App. at p. 677. I do not think, therefore, that the estate began to run during the lifetime of the deceased.

Then it was said that by the operation of section 18 of the Probates Ordinance, 1897, by which it is enacted that "From and after the decease of any person dying intestate and until administration is granted in respect of his estate, the estate of such deceased person shall be vested in the Official Administrator," there was in existence a person, namely, the Official Administrator, who could, immediately on the death of the deceased, have sued for an account of his partnership dealings with the appellants, and therefore the estate began to run from his death. It is to be observed, however, that this enactment was not in operation at the time of the death of the deceased, and the corresponding enactment of Ordinance No. 8 of 1860, namely, section 39, vested the personal estate and effects of intestates not in the Official Administrator but in the Registrar of the Supreme Court. No right to apply for and obtain letters of administration was conferred upon the Registrar, and it was clearly contemplated by the Ordinance that such right should devolve either upon the Official Administrator or upon a private person. On inquiry I learn that the practice under section 39 of the Ordinance of 1860 was for the Registrar to take possession of the deceased intestate's property, and to hold it until the Official Administrator or some private person had taken out letters of administration. I am therefore of opinion that, upon the death of the deceased taking place, there was no person in existence in which the right to institute a suit for a partnership account on behalf of his estate was vested; and consequently that the statute did not begin to run on his death.

In the last place it was said that the case of *Monckton v. Payne* (1899) 20 B. 603, was a clear authority in favour of the appellants; that it was not consistent with *Murray v. The East India Company* and that the Court must choose between the two cases. *Monckton v. Payne* was tried by Lord Justice Smith, sitting as a Judge of the Queen's Bench Division without a jury. The facts in it were as follows: The lord of a manor was entitled to an arbitrary fine on the admittance of a tenant to copyhold. The fine was to be fixed, by the lord himself, but not to exceed two years' annual value of the copyhold. On the 5th April, 1892, the defendant was admitted a copyhold tenant of the manor. In February, 1898, the lord assessed the fine at the sum of £24, which was admitted to be a reasonable amount; and on the 2nd September, 1898, a demand for this amount was made on the defendant. The fine not having been paid, an action was brought to recover it, the writ being issued on the 13th April, 1899. The Statute of Limitations—3 and 4 Will. 4, c. 49, s. 3, was relied on as a defence. On the facts the learned Judge said that the plaintiff's contention amounted to this, that the plaintiff had power to postpone the operation of the statute as long as he chose, and that the period of limitation was not to begin to run in the tenant's favour until the lord had thought fit to make the assessment and demand, which he might postpone at his will for any length of time. But Lord Justice Smith refused to adopt this view, and held that in such a case as that the cause of action was the admittance, and the statute as once began to operate. Accordingly he gave judgment for the defendant.

This case of *Monckton v. Payne* is not really, in my opinion, in conflict with *Murray v. The East India Company*. It does not touch the general point decided in the latter case that, in the case of the right of action in respect of an intestate's estate, the operation of the Statute of Limitations is postponed until there is in existence a representative of the estate, capable of asserting the right. It merely affirmed that, in the particular circumstances of the case, the lord of the manor, a person in existence and capable of asserting that right, could not by his own act be allowed to defeat the operation of the statute on that right.

Two other observations to the same effect on this point may be made. One is that in *Monckton v. Payne* the case of *Murray v. The East India Company* was not referred to either in the arguments or in the judgment. The other is that it is not easy to see how a considered judgment of the Court of King's Bench can be regarded as having been implicitly overruled or affected by the decision of a Judge, however distinguished, sitting alone for the trial of causes.

I am therefore of opinion that the case of *Monckton v. Payne* is not an authority for the decision of the present case.

During the argument and in the course of my reflection on the case, I have been a good deal impressed with the inconvenience attending upon the making of a claim, as in the present instance, after the lapse of so long a time as more than 18 years. But I am not to be held for holding that the duty of taking out letters of administration at an earlier time was cast upon the respondent or any one else, and the result of some of the cases to which reference has been made seems to be that a right which arises upon or after the death of a person intestate may be kept alive for an indefinite period by the fact that no one takes out letters of administration. See *Darby and Bousquet's Statutes of Limitations*, p. 338. In *Falk v. Little, et al.*, 10 Murray v. The East India Company, *supra*, at p. 241, the right of action arose in 1778, and letters of administration were not taken out until 1816.

For these reasons I come to the conclusion that the learned Judge was right in holding that the case of *Murray v. The East India Company* is decisive of the present case, and that the judgment should be affirmed and this appeal dismissed, with costs.

The Puisne Judge concurred.

Mr. Francis objected to the judgment as he considered his lordship had treated the case as if it were one in Common Law and not as if it were in Equity.

His Lordship remarked that he had taken into consideration that it was a case in Equity.

**STRAY DOGS.**

The Acting Captain Superintendent of Police reported to the Sanitary Board the method adopted by the Police authorities with regard to stray dogs.

"All dogs seen by police, wandering without an owner and without collar and badge, are seized and taken to the pound at West Point. If not claimed or ransomed within 3 days they are destroyed. During the past two months 25 such dogs have been impounded of these 14 were unclaimed and destroyed, one died in pound and the rest were claimed by owners or ransomed. Besides these, four stray dogs were shot on the race course."

## INCREASE OF SANITARY STAFF.

The following letter from the Acting Colonial Secretary has been circulated among the members of the Sanitary Board:—

March 13th, 1900.  
Sir,—In continuation of my letter No. 360 of the 9th instant, and in reply to your letter No. 40 of the 12th idem, I am directed to inform you that the Secretary of State has sanctioned the appointment of the present temporary clerk to the permanent establishment.

(Sd.) F. H. MAY.

## INDIAN FAMINE RELIEF FUND.

The Hon. Treasurer, Sir T. Jackson, begs to acknowledge with thanks receipt of the following contributions to the above Fund.

Already Acknowledged	\$22,874.50
Ho Tung	1,500
Hongkong Land Investment and Agency Co., Ltd.	500
Reuter Brockleman	250
China Traders' Insurance Co., Ltd.	250
W. R. Loxley & Co.	200
Jensen & Co.	200
Admiral Sir E. H. Seymour, R.N.	100
Ho Fook	100
F. R. Michael	100
Dennis & Bowley	100
R. S. "Fehou"	60
C. V. Brennan	50
D. E. Brown	50
Rev. R. F. "obbold"	50
Sir John Carrington, C.M.G.	50
J. Orange	50
Dr. W. Hartigan	50
E. S. Wheeler	50
B. Layton	50
W. A. Fison	50
H. W. Brainer	25
F. O. Seaton	25
R. A. Cabbay	25
M. H. Michael	25
A. H. H.	25
M. M. Kapadia & Co.	25
M. S. Mogra	25
M. F.	25
F. B. L. Bowley	25
Dr. Bateson Wright	25
R. C.	20
A. J. Hamilton Smythe	10
W. H. Wallace	10
J. A. R.	10
E. C. Horder	10
Ernst Arndt	10
Thos. Jacob, Esq. to 147	6.80
"Lohengrin"	5
C. Wilcockson	5
R. D. Vania	5
Pakhoi contributions:	
Right Rev. Bishop Burdon	50
Perry & Co.	20
N. Perkins	20
E. B. Beauchamp	20
Arte de Marte	10
E. C. Horder	10
Viburnus Unitis	5
S. B. Thompson	5
Ding Tien Tsao	5
F. Belin	2
M. Johnson	1
A. Schomburg & Co.	1
G. Smith Ryland, Esq. at 1111	255.33
Hongkong and Kowloon Wharf & Godown Co., Limited	250
The "Star" Ferry Co., Limited	100
E. W. Rutter	50
H. W. M. Goodman	50
H. N. Cooper	25
J. S. Eckel	25
W. Taylor	20
T. I. Rose	20
Rev. F. T. Johnston	20
D. Oilla	10
Total	\$23,669.82

A first instalment of Rs. 30,000,—has been remitted to the Viceroy of India to-day for account of the Famine Fund.

## APPLICATION FOR PERMISSION TO ERECT GODOWNS.

The following application for permission to erect two godowns has been circulated among the members of the Sanitary Board:—

Dear Sir,—Herewith we send plan for the proposed rebuilding of 2 godowns in Hing Lung Lane, M. lot No. 186. These godowns were recently burnt down, and the owner Mr. Yee Fook wishes to rebuild them exactly the same as they were before and to correspond with the adjoining godown.

The plan has been returned to us by the Hon. the Director of Public Works, who points out that it does not comply with Sec. 12, Clause (b) of Ordinance 15/1894 which enacts that in a lane less than 15 feet wide, the height of the building to underside of eaves shall not exceed 25 feet. Your Board, however, in the next but one paragraph have the power to authorize a departure from the above rule. We shall therefore be obliged if you will obtain their sanction in this case to the buildings being re-erected to the same height as before as shown on plan. These buildings are not intended to be used as tenements, they are godowns, the adjoining buildings and also those in front of them are godowns and we think the departure from the rule may safely be allowed without fear of detriment to the public health.

(Sd.) PALMER & TURNER.

## THE CAMPHOR MONOPOLY IN FORMOSA.

The competition for the camphor monopoly in Formosa promises to be very keen. It is stated that the Okura Company, the Mitsui Company, the Sanetomo House, Mr. Otani, the Kwansai Boyeki Kaisha, Messrs. Jardine Matheson and Company, Messrs. Samuel, Samuel and Company, Messrs. Oppenheimer, Freyer, and others are among the rival bidders. A remarkable contemporary notes that of the six millions of camphor produced in the island, Formosa produces 5 millions. In Java, Sumatra, Borneo, and Japan the exhaustion of the supply is in sight, whereas in Formosa there is an ample supply for the next 80 years, and since 50 years' suffice to bring a camphor tree to maturity, Formosa may be regarded as a perennial mine; judicious planting is also required. The value of the monopoly is therefore likely to be very great to the person who is fortunate enough to secure it.—*Japan Mail*.

## DINNER TO DR. MORRISON.

Mr. Yano, formerly the Japanese Minister at Peking, was to entertain Dr. Morrison, *Times* correspondent at Peking, who recently arrived in Tokyo, and a number of other gentlemen, at a dinner in the Maple Club at Shikiji Park on the afternoon of the 7th inst.

## THE "TAMBA MARU" CASE.

In the Yokohama Chihio Saibansho on 9th instant before Judge Sato and Assistant Judges Odumura and Shinagawa, the appeal of Umeko Toyomatsu, quartermaster of the *Tamba Maru*, against his conviction on a charge of biting Mr. Kent, late fourth officer of the same steamer, was heard. The Procurator asked for confirmation of the sentence of five days' detention. Judgment was reserved until the 9th instant.

## THE "PANDORA."

At a time when all the Powers are designing cruisers of 23-knot speed the floating of the *Pandora*, after being twice years under construction at Portsmouth, does not inspire much enthusiasm, for at the best she can only be a 20-knot vessel. She draws six inches more than the Japanese *Takabako*, though the respective displacements are 2,200 and 4,100 tons. Thus, if the *Pandora* cannot enter shall water, if they are wet, boats in a heavy sea-way, and have a 20-knot speed against the Japanese ships' 23, it is difficult to discover what special advantages they offer. In point of armament the disparity tells even more seriously against us, for while the *Pandora* carries eight 4-inch and eight 3-pounder quick-firing guns, the *Takabako* mounts two 8 inch, ten 4.7-inch, twelve 12-pounder, and six 21-pounder quick-firing guns. And whereas the English ship has bunker capacity for 250 tons, the Japanese vessel can stow 800 tons. Theoretically the *Pandora* ought to be an immeasurably superior sea boat to the *Takabako*, but experience with the *Pelorus* class has not done much to support the theory.

## THE "SHIKISHIMA."

It was originally intended that the gun trials of the *Shikishima*, says a home contemporary, should be carried out under the supervision of the experimental staff of the *Excellent*, but in order to obviate the least chance of political misunderstanding, this arrangement was cancelled by the Admiralty at the last moment, and the trials were, therefore, conducted by the Japanese officers and the *Excellent* staff. The *Shikishima* is a 12-inch mounting and therefore some 12-inch mounting was felt at the *Excellent* staff not being allowed to witness the Japanese trials. The mounting consists of a revolving central ammunition trunk, the shield, turntable, and trunk revolving together, while the special feature of the mounting is that it enables the gun to be loaded direct from the shell-room and magazine at any angle of training. The *Shikishima* is the first ship with the revolving trunk that has gone through her trials.

## RIOT IN KOREA.

Two thousand Korean rioters are said to have attacked a party of Japanese at Chuk-san in Kyung-wukdo, Korea. Two of the Japanese were wounded and two are missing. The details are not yet reported.

## THE JAPANESE NAVAL MANOEUVRES.

The naval manoeuvres, which commence at the close of this month, are evidently to be on an unprecedented scale. Every available ship is to take part in them, and we read that all operations connected with mobilization will be carefully performed, even the dockyards being required to muster all hands and engage in repair-work day and night. It is expected that the whole affair will last about a month, but the Authorities have decided that newspaper correspondents and the public in general shall be excluded.—*Japan Mail*.

## UNLICENSED PILOTAGE.

### AN IMPORTANT CASE.

The *Atsugi Shimbun*, a paper published at Sumoto, Awa, carries a report that since an Englishman who had an office at Sabi, Yura, Awa, for many years, and was employed as a pilot for foreign vessels, had left, there had been no licensed pilot to conduct foreign vessels through the Kii Channel. A Japanese named Shimazaki Otokichi, a resident of Yura, who had learnt pilotage under this Englishman, has been piloting foreign vessels without obtaining a licence, and recently the Mayor of Yura laid an information with the authorities against him. On the 9th ult., Shimazaki was ordered to pay a fine of ¥100 in the Sumoto Ku Saibansho. Presumably this decides the point as to whether pilots if unlicensed may continue to practice, their calling. Pilotage is not compulsory in Japan, however, so it might have been thought that the master of a vessel would have had full liberty to take any one he pleased to assist him in navigating his vessel. The present case seems an especially hard one. There being no pilot available, a shipmaster must now take the risk of bringing his vessel through the Kii Channel, and the assistance of a fine. The matter ought to be looked into by the Communications Department without delay.

## THE BRITISH REPRESENTATIVE IN SOUL.

A singular story is published to the effect that the King of Korea has refused to grant an audience to the British Representative, on the ground that the latter behaved rudely at a recent audience when discussing the affairs of the Ugeun mine, and that the Korean Government had asked for his recall. The newspapers are coming out. They are preparing to pervert into a pretty sensational incident the ordinary event of Mr. Jordan's return to England on eighteen months' furlough, a well-earned rest.—*Japan Mail*.

## THE EAST CHINA RAILWAY.

### A JAPANESE CRITICISM.

Captain Morita, a military attaché in the Japanese Legation, who has been travelling in Manchuria since September last, returned to Peking recently, after completing an inspection of Kiam, the Amur river and Liaoning. He reports that work on the railway in Manchuria by the Russians was suspended in the winter time. The line was already finished in parts, but the work was done very carelessly, and travelling on the line in some parts was dangerous in the extreme. He had travelled by the East China Railway, which was already completed from Yingking (Newchwang) to Port Arthur. The rails were laid and materials were being daily transported, but the line has not been opened for passenger or goods traffic. Captain Morita, told by the Russians that the line would be opened to the public from Port Arthur to Fengtien (Mukden) by way of Newchwang and Haiching, in eighteen months. A section of the line has been laid temporarily, but travelling on it was extremely dangerous, owing to the steepness of the gradients, which in some cases were followed by sharp curves. One section was particularly finished, and it was somewhat stronger and better, but Captain Morita comes to the conclusion that the line on the whole is badly constructed and will not compare with the line in Japan.—*Koh Chien*.

## LAND OWNERSHIP IN FORMOSA.

A notification has been issued to the effect that land in the possession of Formosan aborigines may not be acquired by any outsider, Japanese subject or other, without the special permission of the Governor-General under pain of fine and imprisonment. This veto is necessitated by the habits of the aborigines. They have no idea of settling on a farm, their custom being to cultivate a plot of land so long as it suits their convenience or their fancy, and then to transfer their labour to some other district. The consequence is that tracts of land change hands for some paltry consideration, and it appears that designing persons have been taking advantage of this peculiarity to get possession of large areas.

## AND GREAT BRITAIN.

A Tokyo newspaper publishes a statement that at the New Year's Audience in Peking on the 2nd of February not a single member of the British Legation put in an appearance. This very conspicuous abstention was attributed to the action of the Chinese Government in giving to a Belgian syndicate a railway concession previously promised to a combined Anglo-Italian syndicate. It is suggested that the reverses experienced by the British arms in South Africa have inspired a feeling of contempt for England among the Chinese, and that they are disposed now to flout her, not being without incitement from other quarters to do so. That is not unlikely. It is much easier to lose prestige than to gain it, but China is scarcely in a position to presume upon England's temporary difficulties.

## GOLD MINING IN HOKKAIDO.

More or less sensational accounts continue to be published about the gold fields of Hokkaido. It is impossible to form any accurate idea of the area of the auriferous district, some authorities representing it as very large and others putting it at about five thousand acres. A new deposit is said to have been discovered at the Hiya River, some 70 miles north-west of Hakodate, but the ore, being mixed with large quantities of iron, is not easy to take out. It does not appear that any efficient system of disposal has yet been introduced; about 200 persons are engaged in the work without any permits. There is talk of a new machine invented by an American named Scott and improved by a Japanese named Asakura. It has been patented, and great things are expected from it.—*Japan Mail*.

## A CURIOUS CHARITY AT WOTTON.

One of the most curious charities in Surrey has just been distributed in the village of Wotton. In 1718 a resident named William Claville died, leaving a will which directed that he should be buried in the churchyard "sixty yards underground;" and that 40s. apiece should be paid annually to five poor boys of the parish, who, on the anniversary of his death, with their hands laid on his grave, should repeat by heart the Lord's Prayer, the Creed, and the Commandments, read 1 Cor. XV, and write two verses of the chapter. Lately the number of boys participating in the charity has been increased from five to seven. This year sixteen boys offered to compete, but only eleven attended. The first seven were successful, and the unsuccessful boys were each presented with half a crown, while the five non-competitors received two shillings each.

## SHIPPING REPORTS.

Captain Walker, of the steamship *Ormanan*, from Moji, reports:—Gales and high seas left entering Formosa Channel, calms and thick haze since.

Captain H. Bathurst, of the steamship *Halong*, from Swatow, reports:—Light variable winds and rain. Vessels in Swatow on the 14th inst.—*Kalgan, Pechili* and *Phranang*.

Captain H. L. Allen, of the steamship *Yangtze*, from Glasgow, Liverpool and Barry, reports:—Strong monsoon and heavy sea from Anamba Islands to 300 of pool, thence fine weather.

Captain Major, of the steamship *Mongkut*, from Bangkok, reports:—Left Bangkok via Koh-si-chang on March 3th. March 7th, left Koh-si-chang: experienced light to moderate southerly and southeasterly breeze with smooth sea and hazy weather. March 9th, rounded Pulo Obi and experienced fresh monsoon with high sea, fine and clear weather to Lat 12° 38' N. Long. 105° 25' E; thence to port moderate and light northerly and north-easterly winds with heavy northerly swell, light squalls, dull and cloudy weather. On 13th inst., spoke barque *Mobile Bay*, of Glasgow, steering North in Lat. 18° 40' N. and Long. 111° 37' E.

## NOTANDA.

### CALENDAR.

MARCH.  
Meteorological means based on ten years' observations to 1893.  
Barometer.....30.14  
Thermometer.....57.3  
Humidity.....79.0  
Rainfall.....1.76

TO-DAY.  
WEATHER REPORT.  
On date at On date at  
Barometer.....30.02 29.95  
Temperature.....68 63  
Humidity.....85 94  
Rainfall.....

## TO-DAY.

Thursday, 15th March, 1900.  
Chinese—15th of 2nd moon of 26th year of Kwang-shi.  
Sun—Rises.....Chr. 6.50 a.m.  
Sets.....Chr. 6.50 p.m.  
Noon—In Apogee Chr. 12.00 a.m.  
High water—Morning.....Chr. 4.10 a.m.  
Afternoon.....Chr. 4.10 p.m.  
Low water—Morning.....Chr. 10.10 a.m.  
Afternoon.....Chr. 10.10 p.m.

ANNIVERSARIES.  
1849—Cardinal Mennozzi died.  
1865—Governor Sir H. Robinson left Hongkong for Ceylon.  
1898—Sir Henry Bessier died.  
1899—Italian demand finally refused by China.  
1899—Grand Central Railway (England) opened for traffic.

## TO-MORROW.

Friday, 16th March, 1900.  
Chinese—16th of 2nd moon of 26th year of Kwang-shi.  
Sun—Rises.....Chr. 6.50 a.m.  
Sets.....Chr. 6.50 p.m.  
Noon—In Equator Chr. 12.00 a.m.  
High water—Morning.....Chr. 4.10 a.m.  
Afternoon.....Chr. 4.10 p.m.  
Low water—Morning.....Chr. 10.10 a.m.  
Afternoon.....Chr. 10.10 p.m.

ANNIVERSARIES.  
1521—Magellan reached the Ladrone Islands.  
1841—Fate and Dutch Folly forts captured.  
1861—Duchess of Kent, the Queen's mother, died.  
1866—Chinese Envoy Ping and suit left Shanghai for Europe.  
1876—H.M. the Queen created Empress of India.  
1881—Cremation of the late Queen of Siam at Bangkok.

## AGENDA.

TO-DAY.  
Cargo ex *Kennore* subject to rent.  
H.K.V.C. ORDERS.  
5-7 p.m.—"A" "B" & "C" Co., Examination of Corporals, Bombardiers and other members of Corps.

TO-MORROW.  
8.30 for 9 p.m.—Regular Meeting of the Perseverance Lodge.  
Noon—P. M. S. Co's steamer *Alcoa*, leaves for San Francisco etc.  
5 for 8.30 p.m.—An Emergency Meeting of the Victoria Preceptory, at Freemasons' Hall.  
C. N. steamer *Keweenaw* leaves for Tientsin.

H.K.V.C. ORDERS.  
5-7 p.m.—F. B. Co., Examination of Corporals, Bombardiers and other members of Corps.  
5 p.m.—F. B. Co.—Company Drill at Headquarters under the Adjutant.  
5.30 p.m.—"A" "B" & "C" Co., Squad Drill at Headquarters.  
"D" Infantry Co., Squad Drill at Headquarters.

## SATURDAY, 17th.

(St. Patrick's Day.)  
Noon—P. & O. steamer *Cornwall* leaves for London.  
Noon—First Ordinary Annual Meeting of Shareholders of Messrs. Watkins, Ltd. at the Company's Office.  
Cargo ex *Glenarney* subject to rent.  
(About N. P. S. Co's steamer *Goodwin* leaves for Victoria R. C.)  
Cargo ex *Alphonse* subject to rent.  
H.K.V.C. ORDERS.  
Commandant's Parade on Polo Ground Causeway, Bay, for all Units.  
2.10 p.m.—Launch will leave Kowloon Docks, with Kowloon Dock Detachment.

## TUESDAY, 20th.

2.30 p.m.—Public Auction sale of Household Furniture etc. at No. 5 & 7 Zeland Street, by Mr. V. I. Remedios.  
3 p.m.—D. S. Co's steamer *Arratoon* leaves for the Straits.  
C. M. steamer *Sungking* leaves for Manila.  
Cargo ex *Bingo Maru* subject to rent.  
O. S. Co's steamer *Catchas* leaves for London via Suez Canal.  
Daylight—T. K. steamer *Nippon Maru* leaves for San Francisco via Inland Sea of Japan and Honolulu.  
Cargo ex *Frans Ferdinand* subject to rent.

## WEDNESDAY, 21st.

Noon—I. G. M. steamer *Stuttgart* leaves for Europe.  
9 p.m.—Mr. Henry Dallas' Company, "The Gelsa" at the City Hall.

## THURSDAY, 22nd.

Noon—First annual General Meeting of shareholders of the Queen Mines, Ltd.

## SHIPPING AND MAIL-NEWS.

MAILS DUE.  
English (*Massilia*) to-morrow.  
American (*City of Rio de Janeiro*) 20th inst.  
Canadian (*Empress of China*) 20th inst.  
German (*Stuttgart*) 20th inst.  
Indian (*Chelidra*) 20th inst.  
German (*Weimar*) 22nd inst.  
American (*Coptic*) 26th inst.  
American (*America Maru*) 4th prox.  
Tacoma (*Sikh*) 5th prox.

The steamer *Sibiria*, from Hamburg, left Singapore for this port on the 14th inst. and may be expected here on or about the 20th inst.

The steamer *Saint Irene*, sailed from Portland out the 13th for Japan and Hongkong, 13th March. The *Sikh* ex *Tacoma*, arrived in New York on the 13th March.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, left Kobe to-day (the 13th inst.), for Shanghai, where she is due to arrive on the morning of the 18th inst.

The P. M. S. Co's steamer *Gelsa*, with mails &c., which left hence February 13th for San Francisco via Shanghai, Nagasaki, Kobe, Inland-Sea, Yokohama and Honolulu, arrived at her destination on the 13th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Isla de Cuba*.....at Kowloon Dock.  
H.M.S. *Centurion*....." "  
H.M.S. *Phoenix*....." "  
*Shantung*....." "  
H.M.S. *Waterwitch*....." "  
*Hanoi*....." "  
*Kalgan*....." "  
U.S.S. *Monadnock*....." "  
*Sulberg*....." "  
*D. Juan d'Austria*.....Cosmopolitan  
*Honan*....." "  
*Peking*....." "  
*Emma Layton*....." "

PASSED THE CANAL.  
Outward—2nd Mar.—*Gisla, Máchason*, 6th March—*Wittenburg, Conch, Saratov, Samik Maru*. 9th March—*Brimond, Mitalau*.  
Homeward—23rd Feb.—*Kamakura Maru*, 2nd Mar.—*Weimar, Huston, Silda*. 6th Mar.—*Sachsen, Slesia, Salvia*. 9th Mar.—*Glenloch, Anna*.  
Arrivals at Home—9th March—*Kamakura Maru, Asama*.

## Shipping.

Arrivals.  
MONGKUT, British steamer, 850, N. G. Major, 15th Mar.,—Bangkok via Koh-si-chang 7th Mar., General—Butterfield & Swire.  
WINGSAN, British steamer, 1,517, T. H. Sellar, 15th Mar.,—Canton 14th Mar., General—Jardine, Matheson & Co.  
ORMAZAN, British steamer, 2,056



## Intimations.

WATKINS, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, Queen's Road, at NOON, on SATURDAY, the 17th instant, for the purpose of receiving the Report of the General Managers, with a Statement of Accounts to 31st December, 1899.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 17th instant, both days inclusive.

G. A. WATKINS,  
General Managers,  
Hongkong, 5th March, 1900. [283b]

## HONGKONG CRICKET CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held in the PAVILION, on FRIDAY, the 23rd March, at 5.30 P.M. BUSINESS—Raising in the Ground.

JAMES A. LOWSON,  
Hon. Sec.  
Hongkong, 14th March, 1900. [333b]

## THE CHINA AND MANILA STEAMSHIP COMPANY LIMITED.

THE SEVENTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 17th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers,  
Hongkong, 8th March, 1900. [303b]

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on TUESDAY, the 27th day of March, at NOON, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant:

**SPECIAL RESOLUTION:**  
That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorized to be issued by the Special Resolution passed on the 5th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalized and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 7th March, 1900. [297b]

## HONGKONG HOTEL COMPANY, LIMITED.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, and the Report of the Directors, and to discuss any Matter that may be competently brought before the Meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,  
C. MOONEY,  
Secretary.  
Hongkong, 1st March, 1900. [270b]

## THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

To consider and if thought fit to pass a Resolution to the effect that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman "thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,  
C. MOONEY,  
Secretary.  
Hongkong, 9th March, 1900. [321b]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

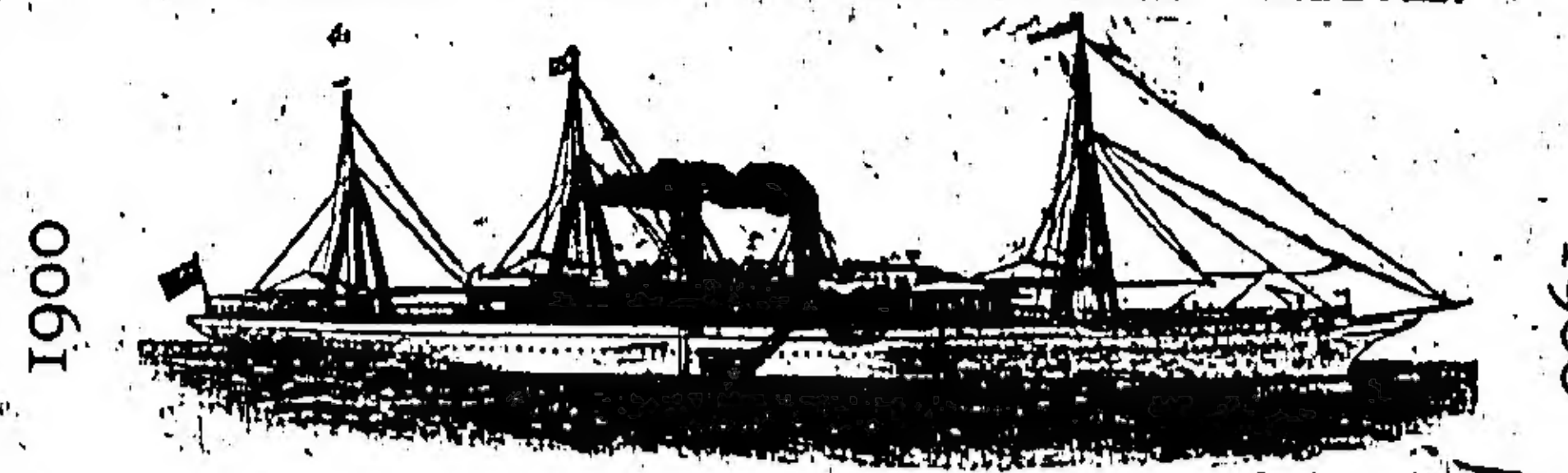
NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,  
THOS. J. ROSE,  
Secretary.  
Hongkong, 1st March, 1900. [266b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder Street.  
Hongkong, 14th March, 1900. [3]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KORE, AND YOKOHAMA.

**PROPOSED SAILINGS FROM HONGKONG.**

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Condwin ..... 4,421 | A. Jackson | Mar. 17  
Olympia ..... 4,537 | J. Truebridge | Mar. 31  
Sikra ..... 2,747 | J. Rowley | April 14  
Glenogle ..... 3,750 | W. Frakes | April 24

Also  
FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar ..... 3,601 | W. Watt | Mar. 24  
Monmouthshire ..... 2,874 | W. A. Evans | May 19  
Braemar ..... 3,601 | W. Watt | June 9  
Monmouthshire ..... 2,874 | W. A. Evans | Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 12th March, 1900. [4]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

**PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.**

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Lady Joicey ..... 3,406 | about | Mar. 31

THE Steamship

"LADY JOICEY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA, and HONOLULU, on or about SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 13th March, 1900. [38]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AUSTRALIAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,  
Superintendent.  
Hongkong, 3rd March, 1900. [5]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th April, at Noon.

Gaulle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 1st May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 23rd May, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 30th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 7th March, 1900. [5]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. VALE	KOBE and YOKOHAMA	SATURDAY, 17th March, at 4 P.M.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 24th March, at Noon.
SADO MARU W. Thompson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 27th March, at Daylight.
KAGOSHIMA MARU R. Nunome	MOJI, KOBE and YOKOHAMA	TUESDAY, 27th March, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 30th March, at Noon.
FUTAMI MARU J. Thom	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th March, at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 14th March, 1900.

A. S. MIHARA,  
Manager.  
[6]

## NORDEUTSCHER LLOYD.

(Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



## HAMBURG-AMERIKA LINIE.

(Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA Ager	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG) NEW YORK (via SUEZ CANAL).	30th March.	Freight and Passage.
ASTORIA Hilgendorf	HAVRE and HAMBURG.	24th March.	Freight.
SAXONIA Krich	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 31st March.	Freight.
*HEIDELBERG Zacharias	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 6th April.	Freight and Passage.
SIBIRIA Braun	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 20th April.	Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

27] CARLOWITZ & Co., Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 7th March, 1900. [6]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

Alcoa (via Moji, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 16th March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 27th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th May, at Noon.

THE U.S. Mail Chartered Steamship

"ALCOA,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA, TO MORROW, the 16th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.







## Intimations.

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
to this Office.  
Hongkong, 18th August, 1899. [1044]

**RIGAUD'S**  
**White Violet**  
**EXTRACT**

This fugitive and  
delicate perfume is  
persistent as the  
Extract for the  
handkerchief  
while as a  
Soap and  
Powder,  
it has been  
adopted by  
the most re-  
fined French  
Society.

RIGAUD & Co.  
10,000  
White Violets  
equal each bottle of  
Rigaud's Extract  
PARIS

**SIEN TING,**  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. [139]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, nor the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbours—  
ARRATON APCAR, Brit. str.; E. Fey—David  
Sassoon, Sons & Co.

VISITORS AT THE HONGKONG  
HOTEL.

Achard, Mr. Louis  
Aiken, Mr. J. H.  
Angus, Mrs. John  
Arnold, Mr. E.  
Bailey, Mr. W. S.  
Barber, Mr. J. N.  
Bastow, Mr. B. J.  
Bastow, Mr. J. F. N.  
Blackburn, Com. R. N.  
Bennet, Mr. F.  
Boomer, Mr. A. R.  
Boyd, Mr.  
Brown, Mr. and Mrs.  
D. E.  
Brum, Mr. H.  
Burgdorf, Mr. T. F.  
Butler, Count R.  
Byron, Mr. J. C.  
Carter, Mr. H. B.  
Cass, Mrs. F.  
Clark, Dr. and Mrs. F.  
Dawson, Comdr. and  
Mrs. Pudsey  
Drum, Miss  
Ehrmann, Mr. E. E.  
Fraser, Mr. G. E.  
Gayford, Mr. and Mrs.  
Glover, Mrs.  
Goddard, Capt.  
Goldie, Sir Geo. T.  
Griffin, Major and Mrs.  
Hall, Mr. R. J.  
Hamerly, Mr. B. F.  
Hayes, Comdr. W. C.  
Howard, Mr. T.  
Hudson, Mr. E. P.  
Hutchinson, Mr. R. W.  
James, Miss  
Jeffrey, Major and Mrs.  
Joseph, Mr. and Mrs.  
E. S.  
Katch, Mr. E. A.  
Kingham, Mr.  
Kong, Mr.  
Lagard, Mr. E. C.  
Lew, Mr. L. A.  
Lidau, Mr.  
Little, Mr. H. A.  
Lutz, Mr. Emilie  
MacCallum, Mrs. and  
Miss  
MacGowan, Mr. R. J.

MacGowan, Miss  
Macmillan, Mr. A. C.  
Massey, Comdr. E. J.  
Mayston, Mr. J. Y.  
McLeod, Mr. and Mrs. E.  
Meissel, Capt.  
Messer, Mr. T. S.  
Michel, Mr. O.  
Murphy, Mr. E. O.  
Neaton, Mr. Van  
Neufville, Baron A. de  
O'Neill, Mr. J. J.  
Parfitt, Mr. W.  
Rakoff, Mr.  
Reeves, Mr.  
Richardson, Mr. G. E.  
Robertson, Mrs. H. H.  
Robins, Mr. S. J.  
Ross, Miss  
Rothwell, Mr. H. J.  
Rugel, Mr.  
Ryan, R.A.M.C., Lt.-  
Col.  
Ryland, Mr. C. A. and  
valet  
Scale, Capt.  
Scott, Mr. G. E.  
Sergeant, Mr. B. W.  
Sharp, Mr. and Mrs. E. H.  
Simmons, Mr. H.  
Singh, Princesses Du-  
leap (2) and maid  
Smythe, Mr. A. J.  
Sperry, Mr. and Mrs.  
G. B.  
Sperry, Master F.  
Stewart, Mr. E. H.  
Swope, Mr. S.  
Taylor, Mr. B.  
Trimble, Mr. G. S.  
Vaughan, Mr. H. S.  
Waghorn, Mr. G.  
Waldow, Mr. R.  
Warfield, Mr. and Mrs.  
Whaley, Mr. and Mrs. W.  
Whitely, Miss  
Whitely, Mr. W. J. G.  
Wild, Mr. and Mrs.  
Bagnall  
Zuniga, Mr. J. M. de

VISITORS AND RESIDENTS AT THE  
PEAK HOTEL.

Beattie, Mr. Andrew  
Brayne, Mr. H. F. R.  
Broglie, Prince and  
Princess de  
Broglie, Prince R. de  
Brown, Colonel  
Bure, Mr. P.  
Cable, Mr. Arthur R.  
Carrington, Sir John W.  
Chambers, Dr. H. H.  
Conant  
Clarke, Capt. and Mrs.  
A. C.  
Dann, Mr. G. H.  
Dow, Mr. P.  
Droz, Mr. F. J. Haver  
Eskell, Mr. J. S.  
Forbes, Mr. A.  
Fraser, Mr. A. R.  
Goldsmith, Monsieur  
Gompertz, Mr. H. H.  
Gore, Colonel R. E.  
Graham, Mr. D. H.

Green, Mr. F.  
Gros, Mr. Edward F.  
Hays, Mr. J.  
Hendocher, Mr.  
Inchbold, Mr. Chantrey  
John, Major G. R. St.  
Lee, Mr. J. E.  
Martin, Mr. R.  
Mitchell, Mr. R.  
O'Connell, Mr. Col. The  
O'Connell, Madam  
Pollock, Hon. H. V.  
Pryne, Capt. H. V.  
Rely, Major C. W.  
Smy, Monsieur  
Sinclair, Mr. A. G.  
Stokes, Mr. A. P.  
Thomson, Mr. O. D.  
Wardlaw, Miss (2)  
Wardwell, Miss  
Wheeler, Mr. G. H.

## OPIUM QUOTATIONS.

Hongkong, 15th March.  
New Fatma ..... 103 1/2 per chest.  
New Benares ..... 103 1/2  
New Malwa ..... 103 1/2 per picul  
Old Malwa ..... 103 1/2  
Panna, Pilly, cash ..... 103 1/2  
Panna, paper, cash ..... 103 1/2

## The Share Market.

## LATEST QUOTATIONS.

(March 15th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks:</b>		
Hongkong & Shanghai Banking Corporation	\$125	121 1/2 premium
The Bank of China & Japan, Limited	—	—
(Preference)	—	—
(Ordinary)	—	—
The Bank of China & Japan, Limited	—	—
(Preference)	—	—
(Ordinary)	—	—
National Bank of China, Ltd.	—	—
Do. Founders	—	—
<b>Marine Insurance:</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$130
China Traders Ins. Co., Ltd.	\$ 25	\$128
North China Ins. Co., Ltd.	\$ 25	Tls. 180
Yangtze Ins. Co., Ltd.	\$ 60	\$130
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance:</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$110
China Fire Ins. Co., Ltd.	\$ 20	\$80
<b>Shipping:</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$29
Indo-China Steam Navigation Co., Ltd.	\$ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$120
Douglas Steamship Co., Ltd.	\$ 50	\$51
China Mutual S. N. Co., Ltd. (Pref.)	\$ 10	\$10.10 buyers
China Mutual S. N. Co., Ltd. (Ord.)	\$ 10	\$10.10
China Mutual S. N. Co., Ltd. (Ord.)	\$ 10	\$10.10
Star Ferry Co., Ltd.	\$ 10	\$10.10
"Shell" Transport & Trading Co., Ltd.	\$ 100	\$260
<b>Refineries:</b>		
China Sugar Refining Co., Ltd.	\$100	\$143
Luxon Sugar Refining Co., Ltd.	\$100	\$47
<b>Mining:</b>		
Punjom Mining Co., Ltd.	\$ 7	\$8
Punjom Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.25
Jeilau Mining and Trading Co., Ltd.	\$ 5	\$14
Ramsey Allain Gold Mining Co., Ltd.	\$ 150	\$61
Oliver's Freshold Mines, Ltd.	\$ 5	\$51
Oliver's Freshold Mines, Ltd.	\$ 40	\$4.90
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 3	\$1
Do. (Preference)	\$ 1	\$0.40
<b>Docks, Wharves and Godowns:</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	105 1/2 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$83
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$45
New Amoy Dock Co., Ltd.	\$ 64	\$60
<b>Lands, Hotels and Buildings:</b>		
China Provision Loan & Mortgage Co., Ltd.	\$ 10	\$0.40
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$126
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$50
Hongkong Hotel Co., Ltd.	\$ 50	\$127
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$91
<b>Cotton Mills:</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$38
Ewo Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 73
Soy Chee Cotton Spinning Co., Ltd.	Tls. 100	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
<b>Miscellaneous:</b>		
Green Island Cement Co., Ltd.	\$ 10	\$102
China-Borneo Co., Ltd.	\$ 15	\$17
A. S. Watson & Co., Limited	\$ 10	\$168
Watkins, Limited	\$ 10	\$114
Co. Limited	\$ 10	\$17 1/2
Hongkong Electric Co., Limited	\$ 2	\$2.40
Hongkong and China Gas Co., Ltd.	\$ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 30	\$350
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
HKong Ice Co., Ltd.	\$ 25	\$109
HKong High Level Tramway Co., Ltd.	\$100	\$155
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$26 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Rel's Asbestos Eastern Agency, Ltd.	\$ 1	\$1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$51
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY &amp; PONS.

Share Brokers.

Telegraph Address—Rialto.

Telephone No. 148.

## EXCHANGE.

Hongkong, 15th March.

ON LONDON, Telegraphic Transfer, 1/11 5/16  
Bank Bills, on demand, 1/11 1/16  
Credits, 4 months' sight, 1/11 13/16  
Dynamite, 4 months' sight, 1/11 13/16  
ON PARIS, Bank Bills, on demand, 2 1/2  
Credits, 4 months' sight, 2 1/2  
ON NEW YORK, Bank Bills, on demand, 47 1/2  
Credits, 30 days' sight, 47 1/2  
ON BOMBAY, Telegraphic Transfer, 1/11 5/16  
On demand, 1/11 5/16  
Private, 30 days' sight, 1/11 5/16  
Gold Leaf 100, 1/11 5/16  
Silver 100, 1/11 5/16  
Dollars, 1/11 5/16

## VESSELS IN PORT.

**Steamers.**  
ALGON, British steamer, 4,807, F. C. Hassford, 4th Mar.—San Francisco 22nd Jan. and Moj 27th Feb. General—P. M. S. S. Co.  
AMICO, German steamer, 771, J. Bendisen, 13th Mar.—Saigon 8th Mar. Rice—Wharfed & Co.  
ARRATON APCAR, British steamer, 2,870, E. Fey, 13th Mar.—Calcutta 21st February, Penang 3rd Mar. and Singapore 7th. Opium and General—David Sassoon, Sons & Co.  
BENVENUE, British steamer, 1,467, J. Porter, 12th Mar.—Moj 7th Mar. Coal—Gibbs, Livingston & Co.  
BRAEMAR, British steamer, 2,316, W. Watt, 12th Mar.—Moj 6th Mar. Coal—Doddwell & Co., Ltd.  
EMMA LUYKEN, German steamer, 1,183, C. E. Tindie, 9th Mar.—Moj 4th Mar. Coal—E. Tindie & Co.  
GOODWIN, British steamer, 2,834, A. Jackson, 9th Mar.—Tacoma via Japan and Shanghai 7th Mar. General—Doddwell & Co., Ltd.  
HANOI, French steamer, 750, Pannier, 9th Mar.—Haiphong 6th Mar. and Hoihow 8th Mar. General—A. R. Marty.  
HEIDELBERG, German steamer, 2,444, E. Tushar, 13th Mar.—Singapore 6th Mar. General—Siemens & Co.  
KENMORE, British steamer, 2,412, Alex. Ellis, 9th Mar.—New York 27th Dec. and Manila 6th Mar. General—Doddwell & Co., Ltd.  
KWIYANG, British steamer, 1,085, A. W. Outerbridge, 14th Mar.—Moj 9th Mar. Sugar and Hemp—Butterfield & Swire.  
MACDUFF, British steamer, 1,882, R. Glegg, 12th Mar.—Saigon 8th Mar. Rice—Doddwell & Co., Ltd.  
MAIDZURU MARU, Japanese steamer, 667, T. Ogata, 14th Mar.—Swatow 13th Mar. General—Mitsui, Nippon Kaisha.  
MELPOMENE, Austrian steamer, 1,857, Sabadino, 11th Mar.—Trieste via Suez 12th Mar. and Singapore 4th Mar. General—Sassoon, Sons & Co.  
MENMUI, British steamer, 1,287, R. W. Almond, 11th Mar.—Manila 8th March. General—Shewan, Tomes & Co.  
NIPPON MARU, Japanese steamer, 6,060, J. F. Allen, 9th Feb.—San Francisco 9th Feb. via Honolulu 16th, Yokohama 1st March, Kobe and Nagasaki 5th, and Shanghai 7th. Mails and General—P. O. S. N. Co.  
PRIVANG, German steamer, 953, R. Köhler, 9th Mar.—Saigon 5th Mar. Rice and Rice—A. R. Marty.  
PROTEUS, British str., 1,300, W. Mackay, 12th Mar.—Saigon 12th Feb. Rice—Heung Sing Steamship Co.  
ROHILLA, British steamer, 3,501, S. de B. Lockyer, R.N.R., 14th Mar.—Yokohama 7th Mar. General—P. O. S. N. Co.  
SIAM, British steamer, 991, H. N. Holton, 13th Mar.—Bangkok via Koh-si-chang 4th Mar. Rice and Timber—Bradley & Co.  
SULLBERG, German steamer, 782, Meyer 11th Mar.—Saigon 6th Mar. Rice—Siemens & Co.  
TAKSANO, British steamer, 977, Albert Smith, 13th Mar.—Bangkok 6th Mar. Rice—Jardine, Matheson & Co.  
TOYO MARU, Japanese steamer, 1,548, K. Sakai, 18th Feb.—Moj 22nd Feb. Coal—Order.  
VICTORIA, American steamer, 1,992, John Pantan, 29th Jan.—Manila 26th January. Ballast—Doddwell & Co., Ltd.  
VICTORIA, British steamer, 1,018, Dunham, 13th Mar.—Manila 10th Mar. Ballast—E. & A. Trading Co.  
VEDO MARU, Japanese steamer, 1,059, S. Saito, 10th Mar.—Saigon 5th Mar. General—Wing Tai Lung.

## Sailing Vessels.

BERLIN, American ship, 1,552, B. Gaffey, 20th Feb.—New York 14th Sept. Kerosine Oil—Order.  
EVIE J. RAY, American bark, 919, Kaslan, 11th Mar.—Singapore 22nd Dec. Timber—Sander, Weiler & Co.  
JOHN CURRIER, American ship, 1,848, Lawrence, 14th Mar.—New York 14th Sept. Kerosine—Standard Oil Co.  
TRAFALGAR, British 4-masted bark, 1,646, M. S. Wright, 26th Dec.—Hongay 15th Dec. Ballast—Sander, Weiler & Co.  
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept. Ballast—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.

Hongkong, March 15th, 1900.  
Alacrity, despatch vessel, 1,700 tons, 10 1/2 guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Macao.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, Hongkong.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.  
Barfleur, 1st class battleship, 13,000 tons, 24 guns, 13,000 h.p., Captain Hon. S. C. Colville, C.B., Weihai-wei.  
Bonaventura, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.  
British, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. K. B. S. Wrey, Shanghai.  
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.  
Dolphin, sloop, 1,400 tons, 8 guns, 2,000 h.p., Comdr. C. W. Ingham, Hongkong.  
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Weihai-wei.  
Essex, coast defence gunboat, 663 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Ichang.  
Fame, twin screw, torpedo-boat destroyer, 360 tons, 540 h.p., Lieut. Com. W. J. Keyes, Hongkong.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.  
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hawthorn, British cruiser, 4,600 tons, Capt. R. S. D. Cumming, Shanghai.  
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.  
Iphigeneia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Singapore.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Wuchow.  
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.  
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. G. Douglas, Shanghai.  
Phenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.  
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Hongkong.  
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Cowper, Manila.  
Raiders, British gunboat, 805 tons, Capt. F. F. Worth, South Shanghai.  
Sandpiper, British river gunboat, 2 guns, Lt. Comdr. Carr, on the West River.  
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 365 tons, 3 guns, 200 h.p., Lieut. Comdr. H. E. Hillman, on the West River.  
Unaccounted, 1st class cruiser, 5,500 tons, 12 guns, 4,500 h.p., Capt. A. C. Clarke, Amoy.  
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, Hongkong.  
Waterwitch, surveying vessel, 620 tons, Comdr. W. F. Dawson, Hongkong.  
Whiting, twin screw, torpedo-boat destroyer, 350 tons, 600 h.p., Lieut. Comdr. E. Kelly, Hongkong.  
Wiener, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

Hai Tien, Chinese cruiser, 7,430 tons, Capt. R. S. Len, Hongkong.  
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.  
Presidente Sarmentto, Argentine cruiser, 2,850 tons, Capt. Belvedere, Hongkong.  
Valmy, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.  
Zenit, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montalman, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

**The Russian Squadron.**  
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.  
Dobry, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.  
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shanon, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Sererebnikoff, at Nagasaki.  
Gromozditsky, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 3,000 h.p., Capt. Mikheevsky, at Nagasaki.  
Koryevsky, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Nagasaki.  
Mandaryn, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 6,000 h.p., Capt. Yenish, at Nagasaki.  
Naryaditsky, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
Orel, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Nagasaki.  
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojoff, at Nagasaki.  
Rosbanyin, Russian cruiser, 1,330 tons, Capt. Komaroff, Manila.  
Rurik, Russian ship, 10,950 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.  
Silat, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
Sislov, Russian battleship, 15,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Nagasaki.  
Stouich, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.  
Vorosh, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.  
Vasish, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Nagasaki.  
Zabaki, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkruft, at Nagasaki.  
(1st and 2nd class.)  
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Jankeich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
Podgoritsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sislov, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Stokhina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2-torp tubes, 1,100 h.p., speed 21 knots.  
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2-torp tubes, 780 h.p., speed 22 knots.  
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
1. Flagship of Vice-Admiral Alexieff.  
2. Flagship of Rear-Admiral F. V. Dubossouff.  
3. Flagship of Rear-Admiral Remnoff.

## THE FRENCH SQUADRON.

Bengali, 2nd class dispatch boat, Lt. Comdr. De La Croix de Castries, at Haiphong.  
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 3 guns, 13,500 h.p., Capt. de Marolles, at Hongkong.  
Desaix, 2nd class protected cruiser, 4,000 tons, 26 guns 6 1/2 h.p., Captain Philibert, at Kwang-chow-wan.  
Euro, Dispatch transport, Capt. Vallée, at Saigon.  
Jean Bar, 1st class cruiser, 4,100 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow-wan.

Keraint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Hongkong.  
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, at Kwang-chow-wan.  
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Hongkong.  
Surprise, gunboat, 627 tons, 10 guns, 860 h.p., Capt. Moriet, at Saigon.  
\* Flagship of Vice-Admiral Courtejoles.

## THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.  
Hansa, German cruiser, 6,000 tons, Capt. Pohl, at Singapore.  
Ueddom, Japan.  
Iliti, German gunboat, 1,600 tons, 10 guns, 1,600 h.p., Capt. H. H. Lutz, at Amoy.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.  
Jaquar, German cruiser, Captain Kinderling, at Shanghai.  
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 h.p., Captain Gulich, at Shanghai.  
\* Flagship of Admiral Fritze.

## THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 16 guns, 10,000 h.p., Com. J. M. Forsyth, Manila.  
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.  
Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.  
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.  
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,190 h.p., Comdr. S. W. Very, at Japan.  
Celle, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.  
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.  
Culgoe, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Cadell, at Manila.  
Glacier, U.S. supply-ship, Lieut. Comdr. J. B. Briggs, at Manila.  
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lt. Comdr. W. H. Everett, at Hongkong.  
Manila, U.S. gunboat,